

S-E-C-R-E-T

25X1

- 2 -

5. In spring 1955, it was noticed on a journey from Prague to Prerov that work on the construction of a third track began some 30 kilometers from Prague and continued intermittently along the whole length of the railway as far as Prerov. It appeared that the embankment had been suitably widened for some two-thirds of the total length of the line concerned, although, so far as can be remembered, there was no continuous length of widened embankment for more than a few kilometers at a time. It cannot be said for certain to what extent the actual third track had been laid on the extended embankment, but it is estimated that the laying has more or less kept pace with the widening of the embankment and that it can be said that the construction of the third track is in an advanced stage of completion for about two-thirds of the line. 2
6. A radical change in the Soviet system of indicating the destinations of consignments of goods from Czechoslovakia to the USSR was introduced at the beginning of 1955. Up to then the Russians allotted "Trans" numbers to all consignments of exports from Czechoslovakia; these consignments were delivered by rail to Cop, and the Russians then took them over. The Czechs did not know what destinations in USSR were indicated by the "Trans" numbers.
7. Since the beginning of 1955, however, the Russians have informed the Czech factories concerned of the actual destinations in the USSR of consignments of goods. The name of the place of destination is clearly marked in the case of each consignment and, so far as is known, there is no attempt at restricting this information. It is thought that this abolition of "Trans" numbers applies to all types of Czech exports to the USSR.

1. Comment: The main transloading station between Czechoslovakia and the USSR is Cierna nad Tisou, on the Czech side of the border. It is not clear from the context whether the reference is to Cierna or to Cop.

25X1

2. Comment: The distance from Prague to Prerov is not more than half the length of the line to Cop.

25X1

25X1

S-E-C-R-E-T

25X1